Cl **FM** *SC* **FM** *P* **1** *L* **28** # 19

Wienckowski, Natalie General Motors

Comment Type **E** *Comment Status* **D** *bucket*

remove TBD

SuggestedRemedy

Change: TBD
To: physical layer specifications and management parameters for 25 Gb/s, 50 Gb/s, and 100 Gb/s operation on automotive cabling in an automotive application

Proposed Response *Response Status* **W**

PROPOSED ACCEPT.

Cl **98** *SC* **98** *P* **59** *L* **1** # 9

Tu, Mike Broadcom

Comment Type **TR** *Comment Status* **D**

Add changes in Clause 98 Auto-Negotiation for single differential-pair media

SuggestedRemedy

Insert under "98.5.1 State diagram variables": 25GigT1; represents that the 25GBASE-T1 PMA is the signal source. 50GigT2; represents that the 50GBASE-T2 PMA is the signal source. 100GigT4; represents that the 100GBASE-T4 PMA is the signal source."

Proposed Response *Response Status* **W**

PROPOSED ACCEPT.

Cl **165** *SC* **165.1.1** *P* **69** *L* **29** # 10

Tu, Mike Broadcom

Comment Type **TR** *Comment Status* **D**

802.3cy relies on multi-lane link segments instead of frequency scaling for higher speeds.

SuggestedRemedy

Change "… subject to frequency scaling" to "… subject to aggregration of multiple lanes"

Proposed Response *Response Status* **W**

PROPOSED ACCEPT.

Cl **165** *SC* **165.2.2.4.2** *P* **79** *L* **21** # 11

Tu, Mike Broadcom

Comment Type **TR** *Comment Status* **D**

Baud rate is 14 062.5Mbaud

SuggestedRemedy

Change "TBD MHz" to "14 0625 MHz"

Proposed Response *Response Status* **W**

PROPOSED ACCEPT.

Cl **165** *SC* **165.3.2.2.22** *P* **98** *L* **8** # 12

Tu, Mike Broadcom

Comment Type **T** *Comment Status* **D**

Speed scaling factor "s" no longer exists in 802.3cy

SuggestedRemedy

Change all entries in the last row to TBD

Proposed Response *Response Status* **W**

PROPOSED ACCEPT.

Cl **165** *SC* **165.3.2.3** *P* **99** *L* **13** # 21

Wienckowski, Natalie General Motors

Comment Type **T** *Comment Status* **D**

alert_detect is created by the PMA Receive function

SuggestedRemedy

Change: The quiet-refresh cycle continues until the link synchronization detect asserts alert_detect
To: The quiet-refresh cycle continues until the PMA Receive function asserts alert_detect

Proposed Response *Response Status* **W**

PROPOSED ACCEPT.

Cl **165** *SC* **165.4.1** *P* **133** *L* **48** # 20

Wienckowski, Natalie General Motors

Comment Type **T** *Comment Status* **D**

Move alert_detect signal that is created by PMA RECEIVE, not LINK SYNCHRONIZATION.

SuggestedRemedy

Move alert_detect dashed line and name that is out of LINK SYNCHRONIZATION to be out of PMA RECEIVE.

Proposed Response *Response Status* **W**

PROPOSED ACCEPT.

Cl **165** *SC* **165.5.2** *P* **152** *L* **38** # 13

Wienckowski, Natalie General Motors

Comment Type **T** *Comment Status* **D**

remove xxx

SuggestedRemedy

Change: xxx
To: Figure 165-39

Proposed Response *Response Status* **W**

PROPOSED ACCEPT.

Cl **165** *SC* **165.5.2** *P* **152** *L* **41** # 14

Wienckowski, Natalie General Motors

Comment Type **T** *Comment Status* **D**

remove TBD

SuggestedRemedy

Change: TBD
To: The recommended maximum insertion loss from TP2 to TP0 or from TP3 to TP5 including the test fixture is provided in 165A.2.1.

Proposed Response *Response Status* **W**

PROPOSED ACCEPT.

Cl **165** *SC* **165.5.5.1** *P* **158** *L* **13** # 16

Wienckowski, Natalie General Motors

Comment Type **T** *Comment Status* **D**

Since the right side has TP2/TP3, the left side should have TP0/TP5.

SuggestedRemedy

Change: TP0
To: TP0/TP5

Proposed Response *Response Status* **W**

PROPOSED ACCEPT.

Cl **165** *SC* **165.5.5.1** *P* **158** *L* **22** # 15

Wienckowski, Natalie General Motors

Comment Type **E** *Comment Status* **D** *bucket*

remove xxx

SuggestedRemedy

Change: xxx
To: Host Test Fixture

Proposed Response *Response Status* **W**

PROPOSED ACCEPT.

Cl **165** *SC* **165.5.5.2** *P* **158** *L* **52** # 17

Wienckowski, Natalie General Motors

Comment Type **E** *Comment Status* **D** *bucket*

remove xxx

SuggestedRemedy

Change: xxx
To: Link Segment Test Fixture

Proposed Response *Response Status* **W**

PROPOSED ACCEPT.

Cl **165** *SC* **165.5.5.3** *P* **159** *L* **15** # 18

Wienckowski, Natalie General Motors

Comment Type **E** *Comment Status* **D** *bucket*

remove xxx

SuggestedRemedy

Change: xxx
To: Mated Test Fixtures

Proposed Response *Response Status* **W**

PROPOSED ACCEPT.

Cl **165** *SC* **165.7.1.1** *P* **160** *L* **41** # 8

Tu, Mike Broadcom

Comment Type **TR** *Comment Status* **D**

See https://www.ieee802.org/3/cy/public/adhoc/feyh_3cy_01_01_12_07_21.pdf

SuggestedRemedy

1. Change frequency range from"10<=f<=9000" to "1<=f<=9000"
2. Add: "Calculations that result in insertion loss values less than 1 dB shall revert to a requirement of 1 dB maximum."

Proposed Response *Response Status* **W**

PROPOSED ACCEPT.